SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

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FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, January 5th, 1908, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

FROM SAN FRANCISCO

6	10	223	121	34	32	133	2	4	24	36	31	285	16	Distance from San Francisco		Time Table No. 66 January 5, 1908	
Atlantic Express	Fast Mail	Sacramento Freight	Sacramento Passenger	Colfax Passenger	Red Bluff Passenger	Placerville Passenger	Overland Limited	Atlantic Express	Tonopah Express	Dunsmuir Passenger	Stockton & Sacramento Express	Way Freight	Oregon Express				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			**STATIONS**	
10.30PM	10.05PM		5.15PM	5.00PM	3.30PM	3.25PM	1.35PM	12.50PM	12.05PM	11.40AM	10.30AM		12.15AM	89.79	Double Track	DNR **SACTO. PASS. STA.** W 1.28	Automatic Block
		7.50PM										8.50AM		91.07		DN R 12TH STREET 2.02	
10.39PM	10.14PM	8.02PM	5.24PM	5.09PM	3.40PM	3.34PM	1.44PM	12.59PM	12.14PM	11.48AM	10.39AM	9.02AM	12.25AM	93.09		DN **ELVAS**	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				

SPECIAL RULES GOVERNING MOVEMENT OF TRAINS BETWEEN SACRAMENTO PASSENGER STATION AND ELVAS.

Trains and light engines must run through Sacramento Yard under control, and must not pass the switchtender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signal to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Benali and both switches of the siding on Brighton main track.

Switches at Elvas will be operated by Towermen, except the switches of the siding, which must be operated by Trainmen. Block signals operated by blockmen at Elvas and east end American River Bridge will control single track crossing American River Bridge. Enginemen and Trainmen must familiarize themselves with the signals connected therewith. The "Y" switches at Elvas are controlled by signals located on poles 50 feet in advance of switch. When upper arm of semaphore stands at "proceed" the switches are set for main track; when lower arm stands at "proceed" the switches are set for the "Y". Switching movements over the interlocking switches at Elvas must be made only after permission has been obtained by signals from Towerman. All trains must approach Elvas under control.

Trains from either direction to Sacramento will sound four long blasts of the whistle (▬ ▬ ▬ ▬).

Trains from either direction to Brighton will sound two long and three short blasts of the whistle (▬ ▬ ▬ ▬ ▬).

Trains from either direction to Roseville will sound one long and one short blast of the whistle (▬ ▬) as a signal to towerman to set switches accordingly.

At the junction semaphore on easward track at Elvas, the line to Brighton is governed by the upper arm, and the line to Benali by the lower arm.

Movement of trains between Sacramento and Roseville will be governed by Automatic Block Signals irrespective of time table superiority Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop, and after waiting one minute, may proceed under control, except at Signal No. 919 governing westward main track near 21st Street. When Signal No. 919 indicates "Stop," trains will come to a stop and will not proceed until the signal has changed to "proceed" or until hand signals to proceed are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train, when signals indicate "Stop".

Trains of the Western Division between Elvas and Sacramento passenger station are designated by their numbers on Western Division Time Table.

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SACRAMENTO DIVISION: Sacramento Yard.

TOWARD SAN FRANCISCO

Time Table No. 66 January 5, 1908				Distance from Blue Canon	23	15	122	33	31	9	134	3	32	5	286	35	1	124	219				
					Tonopah Express	California Express	Sacramento Passenger	Colfax Passenger	Red Bluff Passenger	Fast Mail	Placerville Passenger	Pacific Express	Stockton & Sacramento Express	Pacific Express	Way Freight	Dunsmuir Passenger	Overland Limited	Sacramento Passenger	Manifest Freight				
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Double Track	DNR	**SACTO. PASS. STA.** W	Automatic Block	78.19	3.25AM	5.30AM	10.40AM	9.30AM	9.40AM	9.50AM	9.55AM	11.20AM	3.10PM	3.50PM		3.15PM	4.50PM	6.00PM					
		1.28																					
	DNR	12TH STREET		76.91											4.15PM				10.55PM				
		2.02																					
	DN	**ELVAS**		74.89	3.15AM	4.45AM	10.31AM	9.22AM	9.31AM	9.42AM	9.47AM	11.10AM	3.02PM	3.40PM	4.03PM	3.07PM	4.40PM	5.51PM	10.35PM				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

Eastward.

FROM SAN FRANCISCO—SACRAMENTO AND TRUCKEE SUB-DIVISION—(Continued).

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS				FIRST CLASS									Distance from San Francisco		Time Table No. 66 January 5, 1908		Minimum running time between stations for passenger trains—min.	Flagging distance expressed in number of telegraph poles.	
	220 Through Freight	288 Freight	284 Steamer Freight	212 Way Freight	6 Atlantic Express	10 Fast Mail	34 Colfax Passenger	32 Red Bluff Passenger	2 Overland Limited	4 Atlantic Express	24 Tonopah Express	36 Dunsmuir Passenger	16 Oregon Express							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Danger Point	Caution Point
Term. Yard WFTYO					10.30PM	10.05PM	5.00PM	3.30PM	1.35PM	12.50PM	12.05PM	11.40AM	12.15AM	89.79	Double Track Automatic Block	DNR **SACRAMENTO**	3.36			
3,251 IY	4.30PM	11.00AM	10.05AM		10.39	10.14	f 5.09	f 3.40	1.44	12.59	12.14	f 11.48	12.25	93.15		DN **ELVAS**	3.07			
8,730	4.45	11.15	10.20		10.45	10.20	f 5.15	f 3.47	1.50	1.06	f 12.21	f 11.54AM	12.33	96.22		BENALI	4.61		7	15
740	5.00	11.30	10.35		10.51	10.26	f 5.24	f 3.55	1.57	1.16	f 12.30	f 12.02PM	12.43	100.83		DN WALERGA	3.30			
3,130	5.15	11.45AM	10.50		10.57	10.32	f 5.32	f 4.03	2.03	1.25	f 12.40	f 12.10	12.50	104.13		ANTELOPE	3.90			
Term Yard WFPY	**5.30** **6.15**	12.05PM	11.05AM	6.00AM	s 11.05	s 10.40	s **5.42**	**4.10PM**	s 2.12	s 1.35	s 12.50	12.20PM	1.00AM	108.03	Staff System	DNR **ROSEVILLE**	1.19	9	14	18
														109.22		ENWOOD (Spur)	2.72			
45,788 WFPTO	6.45			6.20	s 11.20	s 10.55	s **5.54**		2.25	s 1.45	s 1.00			111.94		DNR ROCKLIN	3.04	7		
10,878	7.10			6.45	f 11.32	11.07	s 6.02		2.35	1.55	s 1.10			114.98		DN LOOMIS	2.88	7		
6,069	**7.50**			7.05	f 11.41	11.19	s 6.12		**2.45**	2.05	s 1.20			117.86		DN PENRYN	3.18	8		
8,155 W	8.05			7.40	s 11.55PM	11.33	s 6.22		2.55	s 2.18	s 1.33			121.04		DN NEWCASTLE	1.91	5		
2,892	8.15			**8.15**	12.03AM	11.42	f 6.30		3.03	**2.27**	f 1.40			122.95		ZETA	2.98	7		
7,626 W	8.35			**8.30**	s 12.20	s 11.59PM	s 6.40		**3.12**	s 2.37	s 1.53			125.93		DN AUBURN	0.80	8	7	10
340														126.73		NESTOR (Spur)	2.50			
2,955	8.55			8.48	12.35	12.15AM	s **6.50**		**3.21**	2.47	f **2.08**			129.23		BOWMAN	3.41	8		
4,814	9.15			9.03	12.55	12.30	s 7.00		3.30	2.55	f 2.20			132.64		DN CLIPPER GAP	2.97	6		
4,657 W	9.30			**9.20**	**1.10**	12.42	f 7.08		3.38	3.10	f **2.30**			135.61		D APPLEGATE	3.31	7		
4,823	9.50			9.40	1.20	**1.03**	s 7.18		3.45	3.25	f **2.40**			138.92		DN N. E. MILLS	1.97	5		
3,626 W	10.00			9.50	1.27	1.10	f 7.23		3.50	3.35	f 2.48			140.89		LANDER	3.08	7		
8,408 PTW	10.30			10.40	s 1.45	s 1.25	7.30PM		**4.00**	s **4.00**	s 3.05			143.97		DNR **COLFAX**	2.25	5	14	18
2,496	10.55			11.00	1.55	1.35			4.09	4.18	f 3.15			146.22		WIRT	2.26	5		
2,256	11.20			11.25	2.05	1.44			4.18	4.27	f 3.25			148.48		DN CAPORN	2.61	6		
2,355	11.45PM			11.50AM	2.17	1.55			**4.27**	**4.38**	f 3.35			151.09		MAGRA	3.35	8		
10,643 WFY	**12.17AM**			**12.15PM**	s 2.31	2.10			4.38	s 4.49	s **3.50**			154.44		DN GOLD RUN	2.12	5		
1,173	12.45			**12.49**	f 2.39	2.18			4.45	4.56	s 4.00			156.56		DN DUTCH FLAT	1.88	4		
4,438	1.00			1.00	2.46	2.26			4.50	5.02	f 4.06			158.44		ALTA	0.75	2	7	10
3,918 W	1.05			1.15	f 2.50	2.30			4.53	5.06	s 4.11			159.19		DN TOWLE	1.80	4		
1,894	1.20			**1.41**	2.57	2.37			4.58	5.12	f 4.18			160.99		GORGE	2.29	6		
4,252	1.40			2.00	3.07	2.48			5.06	5.23	f 4.28			163.28		DN MIDAS	2.08	5		
3,118 W	2.00			2.15	3.17	2.58			5.13	5.35	f 4.40			165.36		OREL	2.64	6		
5,705PTW	2.20AM			**2.30PM**	3.28AM	3.10AM			5.25PM	5.45PM	4.55PM			168.00		DNR **BLUE CANON**				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			78.21				
	(9.50)	(1.05)	(1.00)	(8.30)	(4.58)	(5.05)	(2.30)	(0.40)	(3.50)	(4.55)	(4.50)	(0.40)	(0.45)	Time over District						
	7.61	13.73	14.88	7.04	15.74	15.38	21.66	27.36	20.40	15.91	16.18	27.36	24.32	Average speed per hour						

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

Block signals, operated by blockmen at Elvas and East end American River bridge, will control single-track crossing American River Bridge, just East of Elvas.

Eastward trains entering the Eastward track at East end of American River Bridge will not exceed a speed of eight (8) miles per hour.

See Staff System Rules for movement of trains between Roseville and Truckee.

REGISTERING STATIONS:

Sacramento (Train Dispatchers' office for trains originating or terminating at passenger station only).

Sacramento (Twelfth street office, for trains originating or terminating at freight yards only).

Colfax (for No. 34 only).

TOWARD SAN FRANCISCO—SACRAMENTO AND TRUCKEE SUB-DIVISION—(Continued).

Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for freight trains—minutes	Time Table No. 66 January 5, 1908.		Distance from Blue Canon	FIRST CLASS									SECOND CLASS				
						23	15	33	31	9	3	5	35	1	211	283	287	217	219
						Tonopah Express	California Express	Colfax Passenger	Red Bluff Passenger	Fast Mail	Pacific Express	Pacific Express	Dunsmuir Passenger	Overland Limited	Way Freight	Sunset Freight	Freight	Ogden Freight	Manifest Freight
Danger Point	Caution Point		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			DNR **SACRAMENTO** 3.36		78.21	3.25AM	5.30AM	9.30AM	9.40AM	9.50AM	11.20AM	3.50PM	3.15PM	4.50PM					10.55PM
			DN **ELVAS** 3.07		74.85	3.15	5.20	† 9.22	f 9.31	9.42	11.10	3.40	f 3.07	4.40		6.15AM	7.50AM	6.00PM	10.35
			BENALI 4.61		71.78	3.09	5.12	† 9.16	f 9.25	9.36	11.03	3.33	f 3.01	4.33		6.00	7.35	5.45	10.20
7	15		DN WALERGA 3.30	Double Track Automatic Block	67.17	3.00	5.02	† 9.09	f 9.18	9.29	10.55	3.25	f 2.53	4.25		5.45	7.20	5.30	10.00
			ANTELOPE 3.90		63.87	f 2.53	4.55	† 9.02	f 9.11	9.22	10.48	3.18	f 2.45	4.18		5.30	7.05	5.15	9.45
			DNR **ROSEVILLE** 1.19		59.97	s 2.45	4.45AM	s 8.55	9.05AM	s 9.15	s 10.40	s 3.10	2.35PM	s **4.10**	**6.15PM**	5.15AM	6.50AM	5.00PM	9.25 8.55
		16	ENWOOD (Spur) 2.72		58.78														
		12	DNR ROCKLIN 3.04		56.06	s 2.30		s 8.47		9.06	s 10.30	s 3.00		4.00	**5.54**				8.30
		12	DN LOOMIS 2.88		53.02	f 2.20		s 8.40		8.59	f 10.22	f 2.53		3.50	5.25				8.05
		13	DN PENRYN 3.18		50.14	f 2.10		s 8.31		8.52	f 10.14	f **2.45**		3.40	5.05				**7.50**
		8	DN NEWCASTLE 1.91		46.96	s 1.56		s 8.22		8.43	s 10.05	s 2.35		3.28	4.40				7.35
		12	ZETA 2.98		45.05	f 1.50		f **8.15**		8.37	9.59	**2.27**		3.22	4.20				7.25
		13	DN AUBURN 0.80		42.07	s 1.40		s 8.08		**8.30**	s 9.50	s 2.19		**3.12**	3.50				7.10
			NESTOR (Spur) 2.50		41.27														
		14	BOWMAN 3.41		38.77	1.27		s 8.00		8.21	9.39	f **2.08**		3.04	**3.21**				**6.50**
		12	DN CLIPPER GAP 2.97		35.36	f 1.17		s 7.52		8.13	9.29	f 2.00		**2.55**	**2.55**				6.20
		13	D APPLEGATE 3.31		32.39	f **1.10**		f 7.45		8.07	**9.20**	f 1.52		2.48	**2.30**				6.05
		8	DN N. E. MILLS 1.97		29.08	f **1.03**		s 7.38		7.59	9.11	f 1.45		**2.40**	2.05				5.50
14	18	12	LANDER 3.03	Staff System.	27.11	f 12.57		f 7.33		7.54	9.05	f 1.40		2.35	1.55				5.40
		9	DNR **COLFAX** 2.25		24.03	s 12.50		7.25AM		s 7.45	s 8.55	s **1.30**		2.27	**1.30**				5.25
		9	WIRT 2.26		21.78	f 12.39				7.35	8.47	1.18		2.21	1.03				5.10
		10	DN CAPORN 2.61		19.52	f 12.33				7.28	8.40	f 1.10		2.15	12.50				4.55
		13	MAGRA 3.35		16.91	f 12.27				7.20	8.32	f 1.03		2.08	12.35				**4.38** **4.22**
		8	DN GOLD RUN 2.12		13.56	s **12.17**				7.10	s 8.22	f 12.55		1.58	**12.15**				**3.50**
		8	DN DUTCH FLAT 1.88		11.44	s 12.12				7.05	s 8.16	f **12.49**		1.53	12.01PM				3.30
		3	ALTA 0.75		9.56	f 12.06				7.00	8.10	f 12.44		1.48	11.50AM				3.20
		7	DN TOWLE 1.80		8.81	s 12.03AM				6.57	f 8.07	f 12.41		1.45	11.45				3.15
		9	GORGE 2.29		7.01	f 11.58PM				6.51	8.02	f 12.36		**1.41**	11.35				3.05
		8	DN MIDAS 2.08		4.72	11.51				6.45	7.55	f 12.30		1.33	11.25				2.55
		11	OREL 2.64		2.64	11.46				6.39	7.48	12.24		1.26	11.16				2.45
			DNR **BLUE CANON**		0.00	11.40PM				6.32AM	7.40AM	12.15PM		1.18PM	11.05AM				**2.30PM**
			(78.21)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District			(3.45)	(0.45)	(2.05)	(0.35)	(3.18)	(3.40)	(3.35)	(0.40)	(3.32)	(7.10)	(1.00)	(1.00)	(1.00)	(8.35)
			Average speed per hour			20.85	24.32	26.01	31.27	23.70	21.33	21.83	27.36	22.14	8.37	14.88	14.88	14.88	9.11

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

Westward trains must get clearance cards before leaving Roseville.

† Stop to let off passengers from east of Roseville.

REGISTERING STATIONS :

Colfax (for No. 33 only).
Sacramento (Train Dispatchers' office for trains originating or terminating at passenger station only).
Sacramento (12th street office for trains originating or terminating at freight yards only).

Eastward.

FROM SAN FRANCISCO—SACRAMENTO AND TRUCKEE SUB-DIVISION—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Flagging distance expressed in number of rail lengths.		Minimum running time between stations for passenger trains—min.	Distance from San Francisco.		Time Table No. 66 January 5, 1908.		Distance from Truckee.	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of rail lengths		FIRST CLASS						SECOND CLASS	
	212	220	4	2	24	6	10												9	3	5	1	23		211	219
	Way Freight	Manifest Freight	Atlantic Express	Overland Limited	Tonopah Express	Atlantic Express	Fast Mail												Fast Mail	Pacific Express	Pacific Express	Overland Limited	Tonopah Express		Way Freight	Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Danger Point	Caution Point				**STATIONS**				Danger Point	Caution Point	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
5,705 PTW	**2.45**PM	2.35AM	5.50PM	5.28PM	5.00PM	3.32AM	3.15AM			7	168.00	DN R	**BLUE CANON** 3.15		41.33	12			6.30AM	7.35AM	12.11PM	1.15PM	11.35PM		10.55AM	**2.10**PM
12,079	3.05	3.00	6.05	5.42	f 5.15	3.45	3.30			5	171.15	D	FULDA 2.05		38.18	8			6.22	7.26	f 12.04PM	1.05	f 11.24		10.41	1.55
4,482 PT	3.30	3.15	6.15	5.50	s 5.25	f 3.53	3.38			4	173.20	DN	EMIGRANT GAP 1.50		36.13	6			6.16	s 7.20	f 11.58AM	12.58	s 11.18		10.30	1.45
7,444	3.40	3.25	6.25	5.57	f 5.35	4.00	3.44			7	174.70		SMART 2.76		34.63	11			6.11	7.15	11.53	12.53	f 11.13		10.21	1.37
3,555	3.55	**3.53**	6.35	6.05	f 5.45	4.11	**3.53**			5	177.46	DN	YUBA PASS 2.08		31.87	8			6.03	7.08	11.46	12.44	f 11.05		10.09	1.25
3,136 W	4.10	4.10	6.45	6.13	f 5.55	4.20	4.02			5	179.54		CRYSTAL LAKE 2.16		29.79	9			5.57	7.02	11.40	12.36	f 10.59		9.57	1.17
4,339	4.25	**4.27**	6.55	6.22	s 6.05	f **4.27**	4.10	40	50	8	181.70	DN	CISCO 3.51		27.63	14	80	100	5.51	s 6.56	f 11.32	12.29	s 10.53		9.45	1.08
2,544	4.45	4.55	7.08	6.33	f 6.20	4.45	4.25			5	185.21	DN	TAMARACK 2.00		24.12	8			5.42	6.46	11.22	12.19	f 10.43		9.25	12.54
2,782 W	5.00	5.10	7.16	6.40	f 6.28	4.55	4.35			5	187.21		TROY 2.02		22.12	8			5.36	6.40	11.15	12.12	f 10.37		9.10	12.46
3,326	5.10	**5.30**	7.25	**6.48**	f **6.48**	5.05	4.45			7	189.23	DN	SPRUCE 2.81		20.10	11			**5.30**	6.33	11.09	12.05PM	f 10.31		8.55	12.38
3,466	5.22	5.50	7.35	6.56	f 7.08	**5.20**	4.55			7	192.04		SODA SPRINGS 0.66	Staff System.	17.29	12			**5.20**	6.24	11.00	11.56AM	f 10.24		8.35	12.27
469											192.70		* GOULDEN (Spur) 2.30		16.63											
7,967 PTW	5.35	**6.15**	s 7.45	s 7.08	s 7.20	s 5.32	s **5.10**			7	195.00	DN	SUMMIT 2.70		14.33	11			s **5.10**	s **6.15**	s 10.50	s 11.44	s 10.15		8.15	12.15PM
3,639	5.50	6.35	f 7.55	7.18	f 7.30	5.45	5.25			4	197.70	DN	LAKE VIEW 1.80		11.63	7			4.58	6.03	10.40	11.30	f 10.00		8.00	11.55AM
3,132	6.00	6.45	f 8.01	7.24	f 7.36	**5.55**	5.35			5	199.50		EDER 2.19		9.83	8			4.51	**5.55**	10.33	11.20	f 9.53		7.50	11.45
3,766 T	6.10	6.55	f 8.10	7.30	f 7.45	6.05	**5.42**	80	100	7	201.69	DN	TUNNEL 13 2.30		7.64	16	40	50	4.43	**5.42**	10.23	11.10	f 9.43		7.35	11.35
750 W					f						203.99		* STANFORD (Spur) 0.90		5.34											
1,080					†						204.89		*ARCTIC (Spur) 0.88		4.44								†			
2,830	6.30	**7.15**	8.20	7.37	f 7.55	6.15	5.55			7	205.77		CHAMPION 1.86		3.56	14			4.35	5.28	10.12	10.55	f 9.30		**7.15**	11.15
3,836											207.63		* DONNER ICE CO. (Spur) 1.70		1.70											
Term. Yard PWTYOF	6.45PM	7.35AM	8.30PM	7.47PM	8.05PM	6.25AM	6.05AM				209.33	DN R	**TRUCKEE**		0 00				4.25AM	5.10AM	9.55AM	**10.40**AM	9.15PM		6.50AM	**10.55**AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(41.33)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(4.00)	(5.00)	(2.40)	(2.19)	(3.05)	(2.53)	(2.50)						Time over District						(2.05)	(2.25)	(2.16)	(2.35)	(2.20)		(4.05)	(3.15)
	10.33	8.27	15.49	17.84	13.40	14.33	14.59						Average speed per hour						19.83	17.10	18.23	15.99	17.71		10.12	12.72

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

See Staff System rules for movement of trains between Roseville and Truckee.

Enginemen must not dump exhausted carbide from the gas generator within snow-shed district.

† Trains Nos. 23 and 24 will stop on signal at Arctic except in snowstorm.

* Frog taken out part of the season.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 66 January 5, 1908.		Distance from Sparks	FIRST CLASS					SECOND CLASS	
	208	220	4	24	2	6	10					9	3	5	1	23	219	207
	Way Freight	Manifest Freight	Atlantic Express	Tonopah Express	Overland Limited	Atlantic Express	Fast Mail					Fast Mail	Pacific Express	Pacific Express	Overland Limited	Tonopah Express	Manifest Freight	Way Freight
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday
Term. Yard FWTYOP	1.45PM	8.30AM	8.40PM	8.10PM	7.50PM	6.35AM	6.10AM	209.33	DNR **TRUCKEE** 2.76	Automatic Block	38.21	4.22AM	5.05AM	9.50AM	**10.35AM**	9.05PM	**10.05AM**	1.00PM
3,099	2.00	8.50	**8.55**	f 8.19	7.57	6.42	6.17	212.09	WINSTED 0.51		35.45	4.17	f 4.56	9.40	10.29	**8.55**	9.53	12.45
2,828				f				212.60	* POLARIS (Spur) 3.59		34.94					f		
8,888	2.20	9.10	9.05	f 8.30	8.06	6.53	6.28	216.19	PROSSER CREEK 1.57		31.35	4.09	f 4.44	9.27	10.19	f 8.44	9.37	12.15PM
14,646 W	2.30	**9.22**	s 9.10	s **8.37**	8.10	s 6.57	s 6.32	217.76	DN **BOCA** 1.64		29.78	4.06	s 4.39	s **9.22**	10.15	s **8.37**	**9.22**	11.55AM
500				f				219.40	BURKHALTER (Spur) 2.47		28.14					f		
2,394	2.50	9.35	9.20	f 8.49	**8.22**	7.08	6.43	221.87	HINTON 0.40		25.67	3.58	4.27	9.12	10.00	f **8.22**	8.45	11.30
2,453				f				222.27	ICELAND (Spur) 0.53		25.25							
1,706								222.80	* WICKES (Spur) 1.17		24.72							
16,531 WT	3.05	**9.55**	9.25	s 8.55	8.27	s 7.15	s 6.50	223.97	DN FLORISTON 3.04		23.55	3.53	f 4.21	s 9.07	**9.55**	s 8.13	8.35	11.10
2,954	3.20	10.10	9.32	f 9.04	8.33	7.23	6.58	227.01	MYSTIC 3.09		20.51	3.47	4.13	9.00	9.48	f 8.05	8.20	10.45
2,977 W	3.40	**10.27**	9.39	f 9.14	8.39	7.31	7.06	230.10	CALVADA 1.32		17.42	3.41	4.05	8.53	9.40	f 7.55	8.05	**10.27**
600								231.42	* FLEISH (Spur) 0.34		16.10							
661				f				231.76	* MARMOL (Spur) 2.09		15.76					f		
12,960	4.05	10.42	9.49	s 9.26	8.46	s **7.41**	s **7.16**	233.85	DN **VERDI** 2.48		13.67	3.33	f 3.56	s 8.45	9.30	s 7.43	**7.41** **7.05**	9.55
2,981	4.20	10.50	9.56	f 9.35	8.51	7.48	7.23	236.33	WARE 1.00		11.19	3.28	3.48	8.38	9.20	f 7.35	6.45	9.35
250								237.33	* MOGUL (Spur) 2.00		10.19							
3,870	4.35	11.00	10.05	f 9.45	8.57	7.56	7.31	239.33	LAWTON 4.99		8.19	3.22	3.40	8.30	9.10	f 7.25	6.35	9.20
Intermediate Terminal O P	4.55PM	11.18	s 10.25	s 10.05	s 9.10	s **8.20**	s 7.55	244.32	DNR **RENO** 3.20		3.20	s 3.10	s 3.25	s **8.20**	s **9.00**	s 7.10 6.50	6.15	**9.00AM**
Term. Yard FWTOP		11.30AM	10.40PM	10.25PM	9.20PM	**8.35AM**	**8.10AM**	247.52	DNR **SPARKS**		0.00	3.00AM	3.05AM	**8.10AM**	**8.45AM**	6.35PM	6.00AM	
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(38.21)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday
	(3.10)	(3.00)	(2.00)	(2.15)	(1.30)	(2.00)	(2.00)		Time over District			(1.22)	(2.00)	(1.40)	(1.50)	(2.30)	(4.05)	(4.00)
	11.06	12.74	19.10	16.98	25.47	19.10	19.10		Average speed per hour			26.73	19.10	22.93	20.84	15.28	9.35	8.75

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

East-ward trains must reduce speed to ten miles an hour in Sparks yard, between west switch and depot.

Reno is registering station for Nos. 207 and 208 and for first-class trains only.

*Frog taken out part of the season.

Trains Nos. 207 and 208 will carry passengers.

Trains Nos. 3, 4, 5, 6, 10, 23 and 24 will stop regularly at passenger station at Sparks.

Trains Nos. 23 and 24 will stop on signal at Union Mills near mile post 214.70, between Martis and Prosser Creek.

Eastward.

FROM SAN FRANCISCO—ROSEVILLE AND RED BLUFF SUB-DIVISION—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 66 January 5, 1908.	Distance from Red Bluff	FIRST CLASS					SECOND CLASS		THIRD CLASS	
	226	224		222	14	32	12	36	16					15	13	31	11	35	221		223	225
	Red Bluff Freight	Red Bluff Freight		Portland Fast Freight	Portland Express	Red Bluff Passenger	Red Bluff Passenger	Dunsmuir Passenger	Oregon Express					California Express	San Francisco Express	Red Bluff Passenger	Red Bluff Passenger	Dunsmuir Passenger	Portland Fast Freight		Red Bluff Freight	Red Bluff Freight
	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
		5.15AM		6.05AM	5.05PM	3.30PM	10.00AM	11.40AM	12.15AM			**SACRAMENTO**		5.30AM	10.55AM	9.40AM	4.45PM	3.15PM	2.45PM		7.15PM	
Term. Yard WFPY	6.30AM					4.15PM		12.22PM	1.00AM	108.03	DN R	**ROSEVILLE** 1.24	116.72	4.45AM		9.05AM		2.32PM				5.30PM
342										109.27		ANDORA (Spur) 4.86	115.48									
3,020	6.50					f 4.28		f 12.33	1.11	114.13		WHITNEY 4.19	110.62	4.30		f 8.53		f 2.22				5.00
10,041 W	7.30					s **4.35**		s 12.41	s 1.20	118.32	D	LINCOLN 4.13	106.43	s 4.20		s 8.45		s 2.15				**4.35**
1,890	7.45					f 4.43		f 12.48	1.28	122.45		EWING 3.71	102.30	4.10		f 8.37		f 2.07				3.40
1,705	8.00					s 4.49		s 12.54	1.34	126.16		SHERIDAN 3.28	98.59	4.02		s 8.31		s 2.00				3.15
5,520	**8.25**					s 4.55		s 1.00	s 1.40	129.44	D	WHEATLAND 6.28	95.31	s 3.55		s **8.25**		s 1.52				2.50
3,375	8.50					f 5.07		f 1.12	1.51	135.72		OSTROM 6.48	89.03	3.40		f 8.14		f 1.40				2.15
20,618 WOP	9.15 9.45					s 5.20		s **1.25**	s 2.12	142.20	DN R	**MARYSVILLE** 1.05	82.55	s 3.20		s 7.55		s **1.25**				**1.35** **12.55**
1,008 FY	9.55				(Marysville Yard—See Trains on page 10.)	5.28		1 35	2.22	143.25		**BINNEY JUNCTION** W. P. Ry. Crossing. 2.84	81.50	3.12	(Marysville Yard—See Trains on page 10.)	7.48		1.19				12.45
3,178	10.10					f 5.35		f 1.41	2.29	146.09		BERG 2.94	78.66	3.05		f 7.41		f 1.14				12.35
2,247	10.30					f 5.40		f 1.47	2.35	149.03		LOMO 2.14	75.72	2.58		f 7.35		f 1.09				12.20
						f		f		151.17		SUNSET (Spur) 1.76	73.58			f		f				
4,381	11.00					s 5.48		s 1.55	**2.48**	152.93	D	LIVE OAK N. E. Ry. Crossing 4.32	71.82	**2.48**		s 7.28		s 1.02				12.01PM
354										157.25		FAGAN (Spur) 2.14	67.50									
6,251	**11.30**					s 6.02		s 2.07	s 3.02	159.39	D	GRIDLEY 3.47	65.36	s 2.35		s 7.18		s 12.49				**11.30AM**
8,226 W	11.50AM					s 6.09		s 2.16	s 3.10	162.86'	D	BIGGS 5.92	61.89	s 2.26		s 7.10		s 12.42				11.05
3,263	**12.30PM**					f 6.21		f 2.27	3.21	168.78'		SILSBY 4.10	55.97	2.14		f 7.00		f **12.30**				10.30
4,673	12.55					s 6.30		s 2.36	3.30	172.88		NELSON 6.60	51.87	2.06		s 6.53		s 12.20				10.05
6,420	1.20					s 6.43		s 2.50	3.42	179.48	D	DURHAM 3.80	45.27	1.54		s 6.40		s 12.08PM				9.30
565						f		f		183.28		FAULKNER (Spur) 1.40	41.47			f		f				
9,749										184.68'		BARBER 0.88 N. E. Ry. Crossing	40.07									
13,429 PW	2.15					s 6.55		s 3.04	s 4.00	185.56	DN	**CHICO** 4.79	39.19	s 1.40		s 6.25		s 11.55AM				9.00
600										190.35		POND (Spur) 2.28	34.40									
1,650	2.45					s 7.10		s 3.19	4.18	192.63		NORD 2.34	32.12	1.21		s 6.11		s 11.40				7.55
3,046	**3.24**					f 7.15		f **3.24**	4.23	194.97		ANITA 2.39	29.78	1.17		f 6.07		f 11.34				7.40
1,200	3.40					f 7.19		f 3.29	4.28	197.36		CANA 2.76	27.39	1.13		f 6.03		f 11.29				7.25
1,235	3.55					f 7.23		f 3.34	4.34	200.12		* SOTO (Spur) 4.29	24.63	1.08		f 5.59		f 11.23				7.10
7,193	4.30					s 7.31		s 3.44	s 4.42	204.41	D	VINA 1.55	20.34	s 1.00		s 5.53		s 11.15				6.50
1,011										205.96		COPELAND 2.56	18.79									
710						f		f		208.52		* ENSIGN (Spur) 0.84	16.23			f		f				
310						f		f		209.36		BOHEMIA (Spur) 2.48	15.39			f		f				
6,510	5.20					f 7.44		f 3.58	4.55	211.84		MOLINOS 1.27	12.91	12.47		f 5.40		f 11.01				6.20
6,764 PWY	5.30	6.05PM		4.20PM	9.55PM	s 7.50	3.15PM	s 4.05	s 5.05	213.11	DN R	**TEHAMA** 1.69	11.64	s 12.40	3.30AM	s 5.33	11.05AM	s 10.55	4.25AM		6.25AM	6.10
593						f	f	f		214.80		TYLER (Spur) 2.31	9.95			f	f	f				
3,789	5.50	6.20		4.35	f 10.03	f 8.00	f 3.23	f 4.13	5.13	217.11		PROBERTA 3.04	7.64	12.32	f 3.22	f 5.26	f 10.57	f 10.47	4.10		6.10	5.55
5,444	6.05	6.30		4.45	10.11	f 8.05	f 3.31	f 4.21	**5.20**	220.15		RAWSON 4.60	4.60	12.25	3.15	f **5.20**	f 10.49	f 10.39	4.00		6.00	5.45
Term. Yard PFWTO	6.30PM	6.45PM		5.00PM	10.20PM	8.15PM	3.40PM	4.30PM	**5.30AM**	224.75	DN R	**RED BLUFF**	0.00	12.15AM	3.05AM	5.10AM	10.40AM	10.30AM	3.45AM		**5.45AM**	**5.30AM**
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.72)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(12.00) 9.71	(0.40) 17.46		(0.40) 17.46	(0.25) 27.98	(4.00) 29.10	(0.25) 27.98	(4.08) 28.24	(4.30) 25.93			……Time over District…… ……Average speed per hour……		(4.30) 25.93	(0.25) 27.98	(3.55) 29.81	(0.25) 27.98	(4.02) 28.94	(0.40) 17.46		(0.40) 17.46	(12.00) 9.71

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

* Frog taken out part of the season.

Eastward. FROM SAN FRANCISCO—DAVIS AND TEHAMA SUB-DIVISION (continued next page)—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from San Francisco		Time Table No. 66 January 5, 1908.	Distance from Tehama	FIRST CLASS					SECOND CLASS		THIRD CLASS	
	230	224		222	14	18	12	308	22					17	21	309	13	11	221		223	229
	Oroville Freight	Red Bluff Freight		Portland Fast Freight	Portland Express	Oroville Passenger	Red Bluff Passenger	Hamilton-Fruto Passenger and Freight	Oroville Passenger					Oroville Passenger	Oroville Passenger	Hamilton-Fruto Passenger and Freight	San Francisco Express	Red Bluff Passenger	Portland Fast Freight		Red Bluff Freight	Oroville Freight
	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
WFTYO	5 45AM	5 15AM Use Western Division Time Table Sacramento to Davis.		6.05AM	5.05PM	6.10PM	10.00AM		10.55AM			**SACRAMENTO** 13.23		7.55AM	4.35PM		10.55AM Use Western Division Time Table Davis to Sacramento.	4.45PM	2.45PM		7.15PM	6.00PM
Terminal Yard WYP	**7.20AM**	6.45AM		**7.40AM**	5.45PM	6.45PM	10.35AM		11.25AM	76.56	DNR	**DAVIS** 5.05	110.80	**7.20AM**	**3.35PM**		8.20AM	**3.45PM**	1.45PM		6.20PM	4.10PM
4,748	7.35	**7.10**		**8.07**	**5.56**	f 6.55	f 10.45		11.35	81.61		MERRITT 2.51	105.75	f **7.10**	f 3.25		**8.07**	† 3.33	1.20		**5.56**	3.55
1,205	7.43	7.20		8.20	6.01	f 7.00	f 10.50		11.40	84.12		MULLEN 1.83	103.24	f 7.05	f 3.20		8.00	† 3.28	1.10		5.35	3.45
14,492 PW	**7.55AM**	**7.35** **7.55**		8.30	s 6.05	s 7.05PM	s 10.55		s 11.45AM	85.95	DNR	**WOODLAND** 4.22	101.41	s 7.00AM	s 3.15PM		s **7.55**	s **3.25**	1.00		5.20	**3.35PM**
1,507					6.16		f 11.04			90.17		ELVATON (Spur) 0.60	97.19				7.43	f 3.11				
2,926		8.30		8.55	s 6.18		s 11.06			90.86	D	YOLO 3.88	96.50				s 7.40	s 3.09	12.35		4.30	
445							f			94.74		RONDA (Spur) 2.00	92.62									
4,149		8.55		9.20	s 6.31		s 11.17			96.74	D	ZAMORA 2.12	90.62				s 7.28	s 2.57	12.10		4.00	
1,135		9.05		9.30	f 6.36		f 11.22			98.86		BRETONA 3.20	88.50				f 7.22	f 2.52	12.01PM		3.45	
357										102.06		WYCKOFF (Spur) 2.20	85.30					f				
3,824 W		9.30		9.55	s 6.49		s **11.35**			104.26	D	DUNNIGAN 3.11	83.10				s 7.09	s 2.40	**11.35AM**		3.20	
2,252		9.50		10.10	f 6.56		f 11.43			107.37		HERSHEY 1.93	79.99				f 7.00	f 2.32	11.10		3.05	
1,527		10.00		10.20	f 7.01		f 11.47AM			109.30		HARRINGTON 5.17	78.06				f 6.55	f 2.28	11.00		2.55	
5,091		**10.40**		**10.40**	s 7.13		¶s 12.01PM 12.21			114.47	D	ARBUCKLE 4.06	72.89				s 6.42	s **2.16**	**10.40**		**2.16**	
1,850 W		11.10		11.00	f 7.22		f 12.31			118.53		GENEVRA 0.93	68.83				f 6.30	f 2.07	10.25		1.30	
975		11.15		11.05	7.24		f 12.33			119.46		MACY 5.73	67.90				6.27	f 2.05	10.20		1.20	
8,119		11.40AM		11.25	s 7.37		s **12.45**			125.19	D	WILLIAMS 4.94	62.17				s 6.14	s 1.53	9.55		**12.45**	
5,197 P		**12.15PM**		11.45	s 7.48		s 12.55			130.13	D	C. & L. Crossing **COLUSA JUNCTION** 3.91	57.23				s 6.02	s 1.41	9.35		**12.15PM**	
2,820 W		12.35		**11.58AM**	s 7.57		s 1.05			134.04	D	MAXWELL 5.24	53.32				s 5.50	s 1.32	9.15		**11.58AM**	
5,215		**1.20**		12.25PM	f 8.09		f **1.20**			139.28		DELAVAN 3.66	48.08				f 5.37	f **1.20**	8.50		11.25	
2,976		1.45		12.40	f 8.17		f 1.28			142.94		NORMAN 2.36	44.42				f 5.27	f 1.07	8.30		11.05	
1,919		2.00		**1.02**	8.23		f 1.33			145.30		LOGANDALE 5.57	42.06				5.20	f **1.02**	8.20		10.50	
11,566 WFPY		2.35		**1.45**	s 8.36		s **1.45**	5.00PM		150.87	DNR	**WILLOWS** 3.37	36.49			12.15PM	s 5.05	12.50 ¶s 12.30	7.50		10.25	
872		3.05		2.10	8.44		f 1.52	f 5.10		154.24		LYMAN 3.57	33.12			f 12.05PM	4.55	f 12.23	7.35		9.55	
5,210		3.25		2.25	s 8.52		s 2.00	s 5.17		157.81	D	GERMANTOWN 3.99	29.55			s 11.58AM	s 4.45	s 12.15	7.20		9.35	
5,500		3.45		2.40	9.01		f 2.07	f 5.25		161.80*		GRAPIT 1.14	25.56			f 11.50	4.36	12.06	7.00		9.15	
1,951		3.55		2.45	f 9.04		f 2.10	f 5.28		162.94		GREENWOOD 3.46	24.42			f 11.47	f 4.33	12.03PM	6.50		9.05	
5,468 W		4.15		3.00	s 9.12		s 2.19	s 5.35		166.40	DNR	ORLAND 1.20 Automte Block	20.96			s 11.40	s 4.23	s 11.53AM	6.30		8.45	
6,276		4.25		3.05	f 9.15		f 2.22	s 5.40PM		167.60		**WYO** 2.41	19.76			s 11.30AM	f 4.20	f 11.50	6.20		8.25	
990		4.40		3.14	9.21		f 2.28			170.01		MALTON 4.34	17.35				4.14	f 11.45	6.05		8.10	
1,611		5.00		3.30	f 9.30		f 2.38			174.35		KIRKWOOD 5.18	13.01				f 4.03	f 11.35	5.40		7.45	
7,990		5.25		3.48	s 9.41		s 2.51			179.53	D	CORNING 3.27	7.83				s 3.50	s 11.23	5.10		7.15	
2,598		5.40		4.00	9.48		f 3.00			182.80		RICHFIELD 4.56	4.56				3.42	f 11.15	4.50		6.50	
6,764 WYP		6.05PM		4.20PM	9.55PM		3.15PM			187.36	DNR	**TEHAMA**	0.00				3.30AM	11.05AM	4.25AM		6.25AM	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.80)		Leave Daily	Leave Dail	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(0.35)	(11.20)		(8.40)	(4.10)	(0.20)	(4.40)	(0.40)	(0.20)			Time over District		(0.20)	(0.20)	(0.45)	(4.50)	(4.40)	(9.20)		(11.55)	(0.35)
	16.08	9.77		12.78	26.59	28.17	23.74	25.09	28.17			Average speed per hour		28.17	28.17	22.81	22.92	23.74	11.87		9.23	16.08

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

†Stop to let off passengers from east of Woodland.
*Frog taken out part of season.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

The track between Orland and Wyo is controlled by automatic signals. See rule 504. Trains will wait five minutes before following flagman under conditions outlined in said rule. Flagman must invariably be sent ahead in stormy or foggy weather.

Eastward. From San Francisco. DAVIS AND TEHAMA SUB-DIVISION. Toward San Francisco. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations		262 Fruto Passenger and Freight Leave Daily	Distance from San Francisco	Time Table No. 66 January 5, 1908. STATIONS	Distance from Fruto	261 Fruto Passenger and Freight Arrive Daily
11,566 WFY	P	2.00PM	150.87	DN R **WILLOWS** 2.20	17.10	4.40PM
425			153.07	LOSA (Spur) 3.70	14.90	
1,184		f 2.20	156.77	KURAND 3.80	11.20	f 4.20
737		f 2.35	160.57	MILLSHOLM 4.00	7.40	f 4.05
723		f 2.50	164.57	ATHENA 3.40	3.40	f 3.50
3,975 T		3.10PM	167.97	D R **FRUTO**	0.00	3.30PM
		Arrive Daily		(17.10)		Leave Daily
		(1.10)		Time over District		(1.10)
		14.64		Average speed per hour		14.64

Eastward. From San Francisco. DAVIS AND TEHAMA SUB-DIVISION. Toward San Francisco. Westward.

308 Hamilton Passenger and Freight Leave Daily	Distance from San Francisco	Time Table No. 66 January 5, 1908. STATIONS	Distance from Hamilton	309 Hamilton Passenger and Freight Arrive Daily
5.40PM	167.60	**WYO** 4.70	10.80	11.30AM
f 5.55	172.68	MODA 6.10	6.10	f 11.15
6.10PM	178.35	D R **HAMILTON**	0.00	11.00AM
Arrive Daily		(10.75)		Leave Daily
(0.30)		Time over District		(0.30)
21.50		Average speed per hour		21.50

Eastward. FROM SAN FRANCISCO—WOODLAND AND OROVILLE SUB-DIVISION—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations	THIRD CLASS	FIRST CLASS					FIRST CLASS		THIRD CLASS
	230 Oroville Freight Leave Daily	18 Oroville Passenger Leave Daily	22 Oroville Passenger Leave Daily	Distance from San Francisco	Time Table No. 66 January 5, 1908. STATIONS	Distance from Oroville	17 Oroville Passenger Arrive Daily	21 Oroville Passenger Arrive Daily	229 Oroville Freight Arrive Daily
14,492 PW	8.05AM	s 7.10PM	s 11.45AM	85.95	DN R **WOODLAND** 2.78	63.55	s 6.55AM	s 3.15PM	3.25PM
531		f		88.73	PEART (Spur) 1.68	60.77	f	f	
530		f	f	90.41	LAUGENOUR (Spur) 0.62	59.09	f	f	
747	8.25	f 7.20	f 11.55AM	91.03	CURTIS (Spur) 4.10	58.47	f 6.45	f 3.00	3.10
2,592	8.50	s 7.30	f 12.05PM	95.13	D KNIGHTS LANDING 11.03	54.37	s 6.37	s **2.52**	**2.52**
5,506	9.45	f 7.55	f 12.30	106.16	CHANDLER 2.40	43.34	f 6.08	f 2.20	1.40
2,426	9.55	f 8.00	f 12.35	108.56	MARCUSE 1.90	40.94	f 6.01	f 2.13	1.30
320		f	f	110.46	* WILSON (Spur) 2.00	39.04	f	f	
1,742 W	10.15	s 8.12	s 12.45	112.46	TUDOR 0.90	37.04	s 5.49	s 2.02	1.15
865	10.25	f 8.15	f 12.47	113.36	ABBOTT 3.60	36.14	f 5.46	f 1.59	1.10
2,121	10.40	f 8.26	f **12.55**	116.96	OSWALD 1.60	32.54	f 5.36	f 1.51	**12.55**
306		f	f	118.56	BOGUE (Spur) 2.80	30.94	f	f	
4,327	11.10	s 8.40	s 1.05	121.36	D YUBA CITY N. E Ry. Crossing. 1.47 W. P. Ry. Crossing.	28.14	s 5.23	s 1.43	12.15PM
3,608 W	**11.40**AM	s 8.45	s 1.10	122.83	E ST., MARYSVILLE 0.52	26.67	s 5.18	s 1.38	**11.40**AM
20,618 WOP	12.30PM	s 8.50	s 1.20 1.35	123.35	DN R **MARYSVILLE** 1.05	26.15	s 5.15	s 1.35 1.20	11.30
	Marysville Yard—See trains on page 8								Marysville Yard—See trains on page 8
1,008 FY	**1.15**	s 8.55	s 1.45	124.40	**BINNEY JUNCTION** 8.00	25.10	s 5.10	s **1.15**	10.50
390	1.45	f 9.11	f 2.07	132.40	RAMIREZ (Spur) 2.10	17.10	f 4.54	f 12.59	10.25
441	2.00	f 9.15	f 2.11	134.50	COOMBS (Spur) 2.20	15.00	f 4.50	f 12.55	10.15
1,326	**2.16**	s 9.20	s **2.16**	136.70	HONCUT 6.55	12.80	s 4.45	s 12.50	10.05
926	2.45	f 9.35	f 2.30	143.25	HEARST 0.95	6.25	f 4.30	f 12.35	9.35
1,886	2.50	s 9.37	s 2.32	144.20	PALERMO 2.60	5.30	s 4.28	s 12.32	9.30
1,523	3.00	f 9.43	f 2.38	146.80	VILLA VERONA 2.70	2.70	f 4.22	f 12.24	9.15
5,977 WT	3.15PM	9.50PM	2.45PM	149.50	D R **OROVILLE**	0.00	4.15AM	12.15PM	9.00AM
	Arrive Daily	Arrive Daily	Arrive Daily		(63.55)		Leave Daily	Leave Daily	Leave Daily
	(7.10)	(2.40)	(3.00)		Time over District		(2.40)	(3.00)	(6.25)
	8.86	23.83	27.85		Average speed per hour		23.83	27.85	9.90

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception; Train No. 262 is superior to train No. 261.

Trains Nos. 17, 18, 21 and 22 will stop on signal at Vernon, Lee and Cox's Lane.

The track between Orland and Wyo is controlled by automatic signals. See rule 504. Trains will wait five minutes before following flagman under conditions outlined in said rule. Flagman must invariably be sent ahead in stormy or foggy weather.

Trains Nos. 17, 18, 21 and 22 will stop on signal at road crossing between Vernon and Lee.

Trains Nos. 18 and 21 will stop on signal at Baggett's Crossing, one mile west of Oroville.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras including light extras.

The time shown for trains at Knight's Landing is at the Depot.

* Frog taken out part of season.

Eastward. FROM SAN FRANCISCO—BRIGHTON AND PLACERVILLE SUB-DIVISION.—TOWARD SAN FRANCISCO. Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS						Distance from San Francisco	Time Table No. 66	Distance from Placerville	SECOND CLASS					THIRD CLASS		
			264 Fair Oaks & Placerville Passenger & Freight Leave Daily Ex. Sunday						64 Fair Oaks & Placerville Passenger Leave Daily		January 5, 1908. **STATIONS**		63 Placerville & Fair Oaks Passenger Arrive Daily					263 Placerville & Fair Oaks Passenger & Freight Arrive Daily Ex. Sunday		
WCTYO		Use Western Division Time Table, Sacramento to Brighton.	7.00AM						3.25PM	89.79	DNR **SACRAMENTO** 5.64 S. P. Co. Western Div. Crossing	59.50	9.55AM	Use Western Division Time Table, Brighton to Sacramento.				5.00PM		
2,484			7.25AM						3.45PM	95.43	DNR **BRIGHTON** 1.12	53.86	9.39AM					4.35PM		
786			7.30						f 3.50	96.55	PERKINS 1.60	52.74	f 9.34					f 4.30		
690			f 7.35						f 3.56	98.15	MANLOVE 1.44	51.14	f 9.30					f 4.25		
2,418			f 7.40						f 4.01	99.59	MAYHEW 1.76	49.70	f 9.25					s 4.20		
665			f 7.45						f 4.06	101.35	ROUTIER 0.86	47.94	f 9.19					f 4.15		
1,546			f 7.48						f **4.09**	102.21	MILLS 1.89	47.08	f 9.16					f **4.09**		
515			f 7.53						f 4.13	104.10	CORDOVA 0.96	45.19	f 9.10					f 3.54		
1,756			7.58 8.23						4.15 4.30	105.06	R **FAIR OAKS JUNCTION** 3.03	44.23	9.08 8.41					3.52 3.25		
2,002			f **8.35**						f 4.35	108.09	NATOMA 0.96	41.20	f **8.35**					f 3.14		
1,710			s 8.40						f 4.37	109.05	ALDER CREEK 1.60	40.24	f 8.32					f 3.10		
772			f						f	110.65	DREDGE (Spur) 1.04	38.64	f					f		
7,478 WT			s 8.50						s 4.43	111.69	D **FOLSOM** 6.89	37.60	s 8.25					s 3.00		
738			f 9.20						f 5.03	118.58	WHITE ROCK 5.09	30.71	f 8.06					f 2.25		
550			f 9.40						f 5.15	123.65	COTHRIN (Spur) 3.06	25.62	f 7.56					f 2.10		
1,754			s 9.53						s 5.24	126.73	D LATROBE 1.54	22.56	s 7.49					s 2.00		
326										128.27	FLONELLIS (Spur) 0.50	21.02								
420			f 10.02						f 5.32	128.77	BRELA (Spur) 1.60	20.52	f 7.42					f 1.51		
390			f 10.08						f 5.36	130.37	BRANDON (Spur) 1.65	18.92	f 7.38					f 1.46		
592			f 10.15						f 5.40	132.02	DUGAN 0.35	17.27	f 7.34					f 1.41		
340										132.37	BULLARD (Spur) 1.76	16.92								
240			f 10.25						f 5.46	134.12	BENNETT (Spur) 3.38	15.17	f 7.29					f 1.35		
2,268 W			s 10.40						s 5.56	137.50	D SHINGLE SPRINGS 3.59	11.79	s 7.21					s 1.25		
519			f 10.55						f 6.06	141.09	CUMMINGS 2.20	8.20	f 7.13					f 1.12		
1,687			s 11.10						s 6.12	143.29	D EL DORADO 2.30	6.00	s 7.07					s 1.05		
3,098			s 11.25						s 6.20	145.59	D **DIAMOND SPRINGS** 3.70	3.70	s 7.00					s 12.55		
9,632 WTP			11.40AM						6.30PM	149.29	DR **PLACERVILLE**	0.00	6.50AM					12.40PM		
			Arrive Daily Ex. Sunday						Arrive Daily		(59.50)		Leave Daily					Leave Daily Ex. Sunday		
			(4.40) 13.56						(3.05) 19.29		Time over District Average speed per hour		(3.05) 19.29					(4.20) 14.61		

Eastward. FROM SAN FRANCISCO—BRIGHTON AND PLACERVILLE SUB-DIVISION.—TOWARD SAN FRANCISCO. Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS						Distance from San Francisco	Time Table No. 66	Distance from F. O. Bridge	SECOND CLASS					THIRD CLASS			
		266 Fair Oaks Passenger and Freight Leave Daily Ex. Sunday	268 Fair Oaks Passenger and Freight Leave Daily Ex. Sunday				68 Fair Oaks Passenger Leave Daily		66 Fair Oaks Passenger Leave Daily		January 5, 1908. **STATIONS**		65 Fair Oaks Passenger Arrive Daily	67 Fair Oaks Passenger Arrive Daily				265 Fair Oaks Passenger and Freight Arrive Daily Ex. Sunday	267 Fair Oaks Passenger and Freight Arrive Daily Ex. Sunday		
1,756		3.26PM	7.59AM				4.16PM		8.43AM	105.06	**FAIR OAKS JUNCTION** 1.00	1.90	9.07AM	4.29PM				8.22AM	3.51PM		
578										106.06	HOLLY (Spur) 0.34	0 90									
519										106.40	NUTTALL (Spur) 0.56	0.56									
1,710 T		3.35PM	8.08AM				**4.20PM**		**8.53AM**	106.96	DR **FAIR OAKS BRIDGE**	0.00	**8.58AM**	**4.22PM**				8.15AM	3.43PM		
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Arrive Daily		Arrive Daily		(1.90)		Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
		(0.09) 12.67	(0.09) 12.67				(0.04) 28.50		(0.10) 11.40		Time over District Average speed per hour		(0.09) 12.67	(0.07) 16.29				(0.07) 16.29	(0.08) 14.25		

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

All trains will stop on signal at New Ramona, Soudan and Weber Creek Bridge.

Water supply one mile east of Dugan.

FLAGGING.

Attention is called to information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatchers' office), Sacramento (12th St. office), Roseville, Rocklin, Blue Canon, Truckee, Sparks, Red Bluff.

Trains taking siding for other trains at the following named stations will use the siding indicated.

At Colfax, eastward trains will use the siding next to and north of main track. Westward trains will take siding at the link opposite transfer shed and will use the second siding north of main track.

At Midas, the north siding.
At Emigrant Gap, the lower siding.

Trains must not pass the further switch of these sidings until due to leave, except by train order or when properly protected. At points not named in this rule the customary siding will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not pull out until the other has passed over both switches of the siding. In case both trains are ready to leave at the same time, the superior train will go first.

Trains must not be run from the **instant of their departure** from any station to the **instant of their arrival** at the next station in less time than given in the column headed **"Minimum running time between stations"** for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water. Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

At meeting points, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding, care to be taken, in districts protected by the automatic block signals, to wait until the approaching train has passed the last signal, before opening switch or occupying main track beyond the overlap. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

Freight trains descending the grade, will make a stop of five minutes at the following stations, where trainmen will make a careful inspection of all cars in train:

Floriston — Cisco — Auburn
Summit — Gold Run — Latrobe

Between Red Bluff and Sacramento all freight trains will make a stop on an average of every twenty miles run, where trainmen will make careful inspection of all cars in train.

Marker and cupola lamps must be kept burning between Orel and Truckee at all hours, night and day.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest Benali and both switches of siding on Brighton main track. The limits of Truckee Yard extend from Donner Boom to a point 1000 feet east of yard where a yard limit board is located. The limits of Reno Yard extend from west end of Long Siding west of Reno, to Sparks. The limits of Marysville Yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland Yard extend from Flour Mill Spur to a point 1000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom Yard extend from Folsom Junction to the switch connecting with track to State Prison.

Between Reno and Sparks, the track next to and north of main track will be used as a "second track" for the exclusive use of yard engines with or without cars, and light road engines moving between the two points. Such engines may be run from one station to the other on the second track without train orders, being governed by the Automatic Block Signals and running under control. The main track must not be used for such trips, except when the second track is occupied and in such case train orders must be obtained.

Automatic Block Signals are in service between Truckee and Sparks. Under the conditions described in Automatic Block System Rule No. 504, eastward trains will wait five minutes and westward trains will wait two minutes before proceeding in the manner instructed by the Rule.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Roseville, Colfax, Blue Canon, Summit, Marysville, Willows, Knights Landing and Folsom.

By ordinance the rate of speed of trains is limited to four (4) miles per hour within the limits of Wheatland, six (6) miles per hour within the limits of Gridley, and fifteen (15) miles per hour within the limits of Sacramento.

Between Emigrant Gap and Tunnel 13 the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

Consolidation engines in entering and leaving a siding must not pull over the switch lead at a speed greater than eight miles per hour.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that train is protected by flag, as per rule 99.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

When practicable, Freight Trains will run through Reno Yard without coming to a stop, but will reduce speed to 6 miles per hour between Long Siding at west end of yard and Reduction Works Track.

The Train Staff System is in operation between Truckee and Roseville. All stations with sidings within these limits are train staff stations except Alta. Engineers must approach all stations carefully, prepared to obey the signals at the switch relative to holding main line or taking siding, and when about to take staff from crane must reduce speed so the staff may be surely caught.

When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION.

In M's of 1000 pounds between tender and caboose.

CLASS	ENGINE NUMBER	Boiler Pressure	Sacramento to Rocklin	Rocklin to Sacramento	Rocklin to Truckee	Truckee to Sparks	Sparks to Rocklin	Truckee to Rocklin	Sacramento to Marysville	Marysville to Sacramento	Roseville to Marysville	Davis to Red Bluff (via Marysville)	Davis to Red Bluff (via Willows)	Red Bluff to Davis (via Willows)	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom
E—69 18/24 65	1382, 1384, 1388, 1398, 1399	160	1405	1815	....	....	....	....	1720	1935	1935	1915	1970	1970	645	360	2255	1435
E—69 18/26 73	1459, to 1462																	
E—63 17/24 52	1307, 1324	150	1115	1450	....	....	....	....	1440	1625	1625	1560	1570	1570	520	290	1805	1140
E—63 17/24 50	1302	150	1090	1415	....	....	....	....	1410	1585	1585	1520	....	....	515	295	1760	1115
E—63 17/24 48	1356, 1359	140	1040	1350	....	....	....	....	1345	1515	1515	1455	1470	1470	485	270	1685	1065
E—63 17/24 56	1369	140	1120	1455	....	....	....	....	1450	1630	1630	1565	1580	1580	520	290	1815	1145
E—63 16/24 48	1500	140	975	1270	....	....	....	....	1265	1430	1430	1370	1385	1385	445	240	1590	995
T—63 20/26 112	2235 to 2273	180	2190	2795	565	1895	1010	575	2925	3275	3275	3070	3050	3050	1105	680	3475	2230
T—63 18/30 78	2187, 2190	145	1500	1840	....	....	....	....	2100	2355	2355	2150	2100	2100	765	475	2355	1500
T—57 18/30 79	2197	145	1495	1810	....	....	....	....	2100	2360	2360	2170	2065	2065	765	470	2340	1480
T—57 18/24 87	2174 to 2183	160	1585	2025	....	....	....	....	2120	2380	2380	2230	2215	2215	785	475	2525	1610
T—57 18/24 83	2154 to 2163	160	1590	2030	....	....	....	....	2125	2385	2385	2235	2220	2220	790	480	2530	1615
T—57 18/24 86	2134 to 2153	160	1585	2025	....	....	....	....	2120	2380	2380	2230	2315	2315	785	475	2525	1610
T—57 18/24 73	2096	150	1475	1890	....	....	....	....	1980	2220	2220	2080	2065	2065	730	440	2355	1500
T—63 18/24 81	2027, 2028	140	1295	1675	....	....	....	....	1665	1870	1870	1795	1815	1815	620	365	2075	1325
T—57 18/24 67	2067, 2072, 2080	140	1355	1735	....	....	....	....	1815	2040	2040	1910	1895	1895	670	400	2165	1380
T—57 18/24 64	2036	140	1375	1760	....	....	....	....	1845	2070	2070	1940	1925	1925	680	410	2195	1400
T—63 24/28 144	2301 to 2310	200	2820	3525	750	....	1340	765	4030	4370	4370	4030	3960	3960	....	....	....	....
M—63 20/28 126	1615 to 1719	190	2435	3040	655	....	1160	660	3450	3710	3710	3435	3385	3385	....	....	....	....
C—57 23-35/34 177	2612 to 2623	220	2895	3395	975	2885	1690	1010	....	....	....	....	....	....	....	....	....	....
C—57 22/30 180	2624 to 2679	200	3210	3865	950	2975	1656	985	4440	4825	4825	4440	4365	4365	....	....	....	....
C—57 22/30 178	2680 to 2693																	
C—57 22/30 187	2513 to 2599, 2752 to 2799																	
C—57 22/30 184	2694 to 2751	200	3195	3850	935	2960	1640	970	4425	4810	4810	4425	4350	4350	....	....	....	....
TW—55 22/26 147	2900 to 2913	180	2880	3515	815	2560	1415	845	4150	4470	4470	4150	4075	4075	....	....	....	....
TW—51 20-30/26 118	2946 to 2953	170	2615	1940	465	....	845	480	3000	3000	3000	3000	3000	3000	915	580	2510	1495
TW—51 20-29/26 120	2932 to 2944	180	2660	1995	500	....	880	510	3000	3000	3000	3000	3000	3000	950	610	2580	1540
TW—57 20/30 114	2926	160	2070	2500	590	....	1050	600	3500	3500	3500	3500	3500	3500	1110	710	2990	1960
TW—57 20/30 122	2927																	
TW—57 20/30 120	2925	160	1840	2230	510	....	925	520	3500	3500	3500	3500	3500	3500	985	630	2690	1720
C—51 19/30 108	2500, 2501	150	....	....	....	....	....	....	....	....	....	....	....	....	1020	650	2720	1840
C—51 19/30 101	2502 to 2506																	
C—51 19/30 96	2507 to 2512	150	....	....	....	....	....	....	....	....	....	....	....	....	1010	640	2695	1825
ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS	Less than 40 M's		6	6	3	0	3	3	6	6	6	6	6	6	3	3	6	6
	40 to 50 M's		3	3	0	0	0	0	3	3	3	3	3	3	0	0	3	3
	More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H-1 means that Helper has same power as Road Engine. H-75 means ¾-power Road Engine.					H-1 Rocklin to Summit		H-75 Truckee to Summit											

RATING OF LOCOMOTIVES—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between two stations multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed in train, which must not be exceeded.

SACRAMENTO AND SPARKS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sparks and Reno	F	1.66	Winsted and Truckee	F	1.37	Cisco and Yuba Pass	1.11	F	N. E. Mills and Clipper Gap	1.14	F	Loomis and Rocklin	1.54	F
Reno and Lawton	F	1.70	Truckee and Champion	F	1.02	Yuba Pass and Emigrant Gap	1.14	F	Clipper Gap and Bowman	1.62	F	Rocklin and Roseville	1.00	F
Lawton and Verdi	F	1.00	Champion and Summit	F	1.00	Emigrant Gap and Fulda	1.20	F	Bowman and Auburn	1.14	F	Roseville and Antelope	1.85	1.30
Verdi and Calvada	F	1.01	Summit and Soda Springs	1.37	F	Fulda and Blue Canon	1.08	F	Auburn and Zeta	1.05	F	Antelope and Walerga	1.35	1.60
Mystic and Floriston	F	1.00	Soda Springs and Spruce	1.42	F	Blue Canon and Dutch Flat	1.00	F	Zeta and Newcastle	1.08	F	Walerga and Benali	1.57	1.60
Floriston and Boca	F	1.00	Spruce and Tamarack	1.40	F	Dutch Flat and Colfax	1.05	F	Newcastle and Penryn	1.05	F	Benali and Sacramento	2.00	2.00
Boca and Winsted	F	1.24	Tamarack and Cisco	1.42	F	Colfax and N. E. Mills	1.65	F	Penryn and Loomis	1.11	F			

SACRAMENTO AND RED BLUFF VIA MARYSVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Rawson	1.13	2.00	Cana and Anita	2.19	F	Silsby and Biggs	2.17	F	Marysville and Ostrom	1.48	1.07	Lincoln and Whitney	1.14	1.07
Rawson and Proberta	1.31	F	Anita and Nord	2.33	F	Biggs and Gridley	2.13	2.29	Ostrom and Wheatland	1.68	1.16	Whitney and Roseville	1.11	1.04
Proberta and Tehama	1.13	F	Nord and Chico	1.40	1.16	Gridley and Live Oak	2.00	F	Wheatland and Sheridan	1.85	1.04	Roseville and Antelope	1.37	1.04
Tehama and Copeland	1.34	1.51	Chico and Durham	1.37	1.50	Live Oak and Lomo	2.00	F	Sheridan and Ewing	1.16	1.33	Antelope and Arcade	1.00	1.33
Copeland and Vina	1.34	1.51	Durham and Nelson	1.63	F	Lomo and Marysville	1.13	1.33	Ewing and Lincoln	2.22	1.04	Arcade and Sacramento	1.16	1.66
Vina and Cana	1.48	F	Nelson and Silsby	2.41	F									

RED BLUFF AND DAVIS VIA WILLOWS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Tehama	1.16	F	Orland and Germantown	1.29	F	Delavan and Maxwell	1.35	1.37	Genevra and Arbuckle	F	1.37	Zamora and Yolo	2.90	1.48
Tehama and Corning	1.68	1.16	Germantown and Willows	1.35	2.90	Maxwell and Colusa Junction	1.92	2.20	Arbuckle and Harrington	1.51	1.67	Yolo and Woodland	1.11	1.00
Corning and Kirkwood	1.48	2.90	Willows and Logandale	1.48	F	Colusa Junction and Williams	1.92	1.62	Harrington and Dunnigan	1.00	1.37	Woodland and Merritt	1.80	1.63
Kirkwood and Orland	1.40	1.29	Logandale and Delavan	1.48	1.68	Williams and Genevra	1.48	1.48	Dunnigan and Zamora	1.40	2.20	Merritt and Davis	2.40	1.60

WOODLAND AND MARYSVILLE

	East	West.		East.	West.		East.	West.		East.	West.		East.	West.
Woodland and Knights Landing	1.81	1.26	Chandler and Marcuse	2.89	2.77	Tudor and Oswald	2.33	2.77	Oswald and Yuba City	2.58	2.77	Yuba City and Marysville	1.20	1.27
Knights Landing and Chandler	1.00	1.09	Marcuse and Tudor	2.69	2.00									

SACRAMENTO AND PLACERVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sacramento and Brighton	1.00	2.00	Mayhew and Natoma	2.00	F	Folsom and White Rock	1.42	2.63	Latrobe and Dugan	1.00	1.75	Shingle Springs and Placerville	1.00	1.00
Brighton and Mayhew	1.00	2.66	Natoma and Folsom	1.50	2.66	White Rock and Latrobe	1.17	2.63	Dugan and Shingle Springs	1.00	1.22			

LIST OF SURGEONS, HOSPITAL DEPARTMENT, SACRAMENTO DIVISION.

NAME.	TITLE.	LOCATION.	DISTRICT.
Dr F. K. Ainsworth	Chief Surgeon	San Francisco	All.
Dr. G. A. White	Division Surgeon	Sacramento	Special Service.
Dr. A. M. Henderson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento	
Dr. J. S. Wheeler	District Surgeon	Roseville	Between Antelope, Lincoln and Rocklin.
Dr. B. Woodbridge	District Surgeon	Rocklin	Between Roseville and Loomis.
Dr. O. L. Barton	District Surgeon	Loomis	Between Rocklin and Penryn.
Dr. M. Schnabel	District Surgeon	Newcastle	Between Penryn and Auburn.
Dr. J. H. Mules	District Surgeon	Auburn	Between Newcastle and N. E. Mills.
Dr. R. A. Peers	District Surgeon	Colfax	Between N. E. Mills and Gold Run.
Dr. P. A. Mix	District Surgeon	Towle	Between Gold Run and Cisco.
Dr. J. H. Bernard	District Surgeon	Truckee	Between Cisco and Boca.
Dr. W. I. Sunburnt	District Surgeon	Floriston	Between Boca and Calvada.
Dr. E. L. Clough	District Surgeon	Verdi	Between Floriston and Reno.
Dr. W. H. Hood	District Surgeon	Reno	Between Floriston and Sparks.
Dr. W. N. Finney	Emergency Surgeon	Lincoln	
Drs. Byron & Hicks	District Surgeons	Wheatland	Between Roseville and Ostrom.
Dr. David Powell	District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.
Dr. L. Q. Thompson	District Surgeon	Gridley	Between Live Oak and Nelson.
Dr. O. C. Hawkins	Emergency Surgeon	Biggs	
Dr. M. M. Cook	Emergency Surgeon	Durham	
Dr. O. Stansbury	District Surgeon	Chico	Between Nelson and Vina.
Dr. A. P. Tarter	District Surgeon	Tehama	Between Vina, Proberta and Richfield.
Dr. John Fife	District Surgeon	Red Bluff	Between Proberta and Cottonwood.
Dr. W. E. Bates	District Surgeon	Davis	Between Davis and Merritt.
Dr. H. D. Lawhead	District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan
Dr. L. T. Keegan	Emergency Surgeon	Zamora	
Dr. W. E. Trueblood	Emergency Surgeon	Arbuckle	Between Dunnigan and Maxwell.
Dr. A. W. Kimball	Emergency Surgeon	Williams	
Dr. G. W. Desrosier	Emergency Surgeon	Maxwell	
C. W. Lund	District Surgeon	Willows	Between Maxwell, Germantown and Fruto.
Dr. D. S. Iglick	District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. Albert Osborne	Emergency Surgeon	Hamilton	
Dr. W. F. Maggard	District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. T. H. Dixon	Emergency Surgeon	Knights Landing	
Dr. T. W. Horton	Emergency Surgeon	Honcut	
Dr. T. B. Reardan	District Surgeon	Oroville	Between Honcut and Oroville.
Dr. G. T. Hesser	District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. W. A. Reckers	District Surgeon	Placerville	Between Latrobe and Placerville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee and Sparks.

Office hours at Train Order Offices that are not open entire twenty-four hours, as follows:

STATION.	FROM	TO
Applegate	7.00 A. M.	7.00 P. M.
Fulda	7.00 A. M.	7.00 P. M.
Lincoln	7.00 A. M.	4.00 A. M.
Wheatland	7.00 A. M.	4.00 A. M.
Live Oak	7.00 A. M.	7.00 P. M.
Gridley	7.00 A. M.	3.00 A. M.
Biggs	4.00 A. M.	6.40 P. M.
Durham	6.30 A. M.	6.30 P. M.
Vina	8.00 A. M.	8.00 P. M.
Yolo	6.00 A. M.	6.00 P. M.
Zamora	7.00 A. M.	7.00 P. M.
Dunnigan	7.00 A. M.	7.00 P. M.
Arbuckle	8.30 A. M.	8.30 P. M.
Williams	4.00 A. M.	9.00 P. M.
Colusa Junction	7.00 A. M.	7.00 P. M.
Maxwell	7.00 A. M.	7.00 P. M.
Germantown	7.00 A. M.	7.00 P. M.
Corning	7.00 A. M.	7.00 P. M.
Knights Landing	7.00 A. M.	7.00 P. M.
Yuba City	5.00 A. M.	8.00 P. M.
Oroville	7.00 A M.	3.00 A. M.
Fair Oaks Bridge	7.00 A. M.	7.00 P. M.
Folsom	7.00 A. M.	7.00 P. M.
Latrobe	7.00 A. M.	7.00 P. M.
Shingle Springs	7.00 A. M.	7.00 P. M.
El Dorado	7.00 A. M.	7.00 P. M.
Diamond Springs	6.30 A. M.	6.30 P. M.
Placerville	6.00 A. M.	6.00 P. M.

D. BURKHALTER,
Superintendent.

E. N. BROWN,
Asst. Superintendent.

TRAINMASTERS.

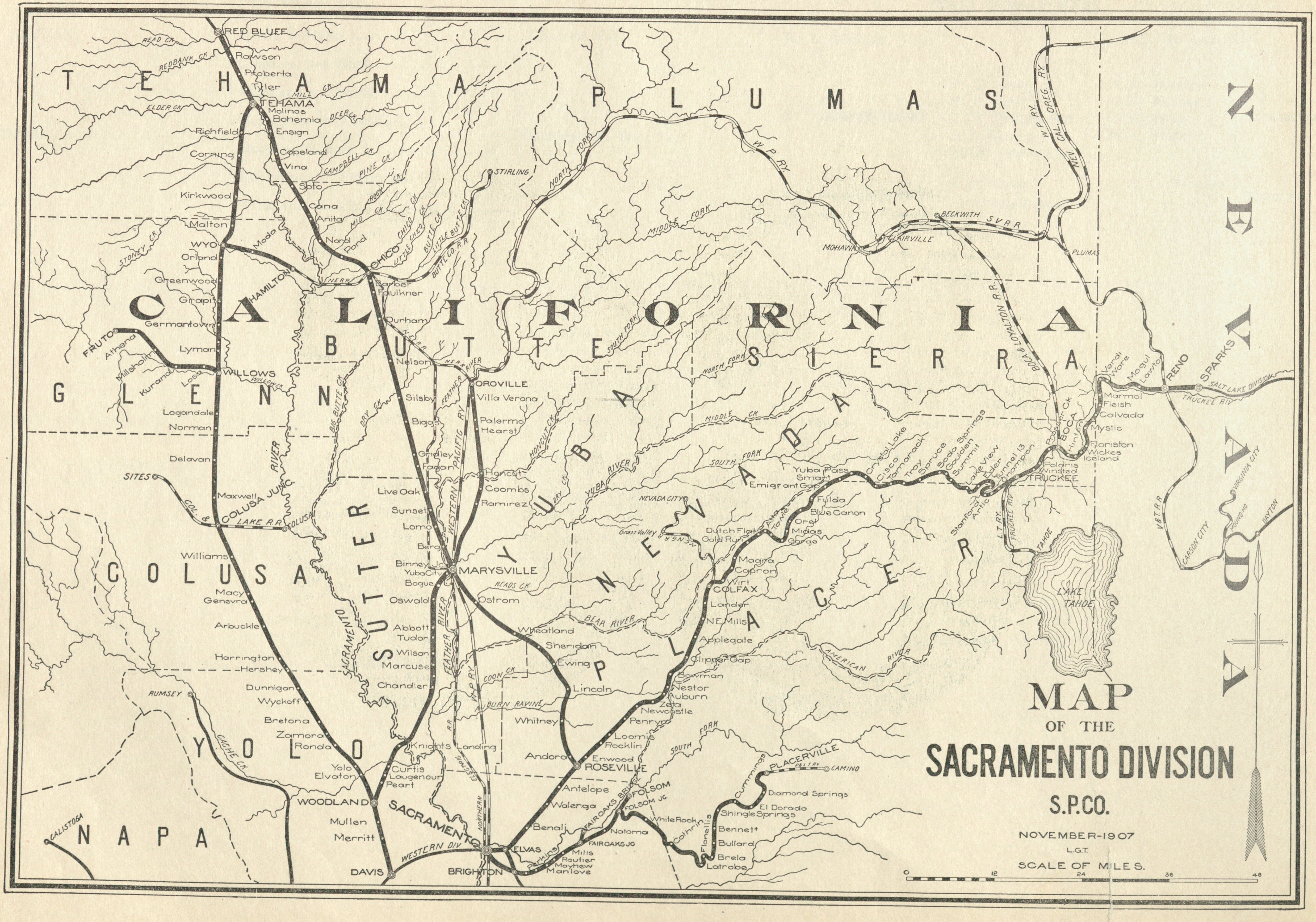
W. M. KEENAN	Sparks to Colfax	TRUCKEE, CAL.
J. H. DYER	Colfax to Red Bluff Woodland to Oroville Sacramento to Roseville Davis to Tehama Sacramento to Placerville Fruto and Hamilton Branches	SACRAMENTO, CAL.

TRAIN DISPATCHERS.

W. E. NORRIS, Chief

L. GEIGER, Asst. Chief

DISPATCHERS	F. E. Jones E. L. King J. H. McClintock J. J. Blaney D. W. Corcoran	G. H. Barnes J. H. Whited J. S. Quire D. A. Neelley	Sacramento, Cal.
DISPATCHERS	F. E. Scott O. T. Stackpoole	C. G. Sebring	Truckee



MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

NOVEMBER-1907

L.G.T.

SCALE OF MILES.

0
12
24
36
48
CALIFORNIA
NEVADA
TEHAMA
PLUMAS
BUTTE
SIERRA
GLENN
YUBA
NEVADA
PLACER
COLUSA
SUTTER
YOLO
NAPA
RED BLUFF
Rawson
Proberta
Tyler
TEHAMA
Molinos
Bohemia
Richfield
Ensign
Corning
Copeland
Vina
Soto
Kirkwood
Cana
Anita
Malton
Nord
WYO
Mode
Orland
CHICO
Greenwood
HAMILTON
Barber
Faulkner
Durham
Germantown
FRUTO
Athena
Lyman
Millsholm
Kuranda
Losa
WILLOWS
Nelson
Logandale
Norman
Silsby
OROVILLE
Villa Verona
Biggs
Palermo
Hearst
Delavan
Gridley
Fagan
Honcut
Coombs
Ramirez
SITES
Maxwell
COLUSA JUNC.
COLUSA
Live Oak
Sunset
Lomo
Berg
Binney Jc.
Yuba City
Bogue
MARYSVILLE
Williams
Macy
Genevra
Oswald
Ostrom
Arbuckle
Abbott
Tudor
Wilson
Marcuse
Chandler
Wheatland
Sheridan
Ewing
Lincoln
Harrington
Hershey
Dunnigan
Wyckoff
Bretona
Zamora
Ronda
RUMSEY
Yolo
Elvaton
Knights Landing
Curtis
Laugenour
Peart
WOODLAND
Mullen
Merritt
DAVIS
SACRAMENTO
ELVAS
BRIGHTON
CALISTOGA
Whitney
Andora
ROSEVILLE
Antelope
Walerga
Benali
Perkins
Mills
Routier
Mayhew
Manlove
FAIROAKS JC
FAIR OAKS BR.
FOLSOM JC.
FOLSOM
Natoma
White Rock
Colrain
Flumells
Cummings
PLACERVILLE
CAMINO
Diamond Springs
El Dorado
Shingle Springs
Bennett
Bullard
Brela
Latrobe
Loomis
Rocklin
Penryn
Enwood
Newcastle
Zeta
Auburn
Nestor
Bowman
Clipper Gap
Applegate
N.E. Mills
Lander
COLFAX
Virt
Cape Horn
Magra
Gorge
Midas
Orel
Blue Canon
Fulda
Dutch Flat
Gold Run
Alta
Towle
Emigrant Gap
Yuba Pass
Smart
Crystal Lake
Cisco
Tamarack
Troy
Spruce
Soda Springs
Cascade
Summit
Lake View
Eder
Tunnel 13
Champion
Stanford
Andover
TRUCKEE
Polaris
Winsted
Floriston
Wickes
Iceland
Mystic
Calvada
Fleish
Marmol
Verdi
Ware
Mogul
Lawton
RENO
SPARKS
BOCA
Hinton
Prosser Ck.
NEVADA CITY
Grass Valley
STIRLING
MOHAWK
CLAIRVILLE
BECKWITH
PLUMAS
CARSON CITY
VIRGINIA CITY
MOUND HO
DAYTON
LAKE TAHOE
TAHOE
SALT LAKE DIVISION
WESTERN DIV.
W.P. RY.
BECKWITH SV.R.R.
BOCA & LOYALTON R.R.
NEV. CAL. OREG. RY.
V.&T. R.R.
L.T. RY.
N.C.N.G.R.R.
N.E.R.R.
BUTTE CO. R.R.
COL. & LAKE R.R.
WESTERN PACIFIC RY.
NORTHERN ELECTRIC
FELTRY
READ CK.
REDBANK CK.
ELDER CK.
MILL CK.
DEER CK.
CAMPBELL CK.
PINE CK.
ROCK CK.
MUD CK.
CHICO CK.
LITTLE CHICO CK.
BUTTE CK.
LITTLE BUTTE CK.
STONEY CK.
WILLOW CK.
BIG BUTTE CK.
DRY CK.
FEATHER RIVER
NORTH FORK
MIDDLE FORK
SOUTH FORK
HONCUT CK.
YUBA RIVER
MIDDLE CK.
REEDS CK.
BEAR RIVER
COON CK.
AUBURN RAVINE
AMERICAN RIVER
TRUCKEE RIV.
SACRAMENTO RIVER
CACHE CK.